

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVAN,
AND HUMANTRA PORTS.

FROM	STEAMERS	TO	DATE
GLASGOW AND LIVERPOOL	"PRIAM"	On 13th October.	
GLASGOW AND LIVERPOOL	"POLYPHEMUS"	On 17th October.	
GLASGOW AND LIVERPOOL	"ANTENOR"	On 21st October.	
GLASGOW AND LIVERPOOL	"OANFA"	On 25th October.	
GLASGOW AND LIVERPOOL	"ULYSSES"	On 29th October.	
GLASGOW AND LIVERPOOL	"ACHILLES"	On 1st November.	
GLASGOW AND LIVERPOOL	"PROMETHEUS"	On 5th November.	
GLASGOW AND LIVERPOOL	"PELEUS"	On 9th November.	

HOMEWARDS.

FOR	STEAMERS	TO	DATE
MARSEILLES, LONDON and ANTWERP	"AGAMEMNON"	On 13th October.	
MARSEILLES, LONDON and ANTWERP	"IDOMENEUS"	On 17th October.	
MARSEILLES, LONDON and ANTWERP	"PAK LING"	On 21st October.	
MARSEILLES, LONDON and ANTWERP	"NINGCHOW"	On 25th October.	
MARSEILLES, LONDON and ANTWERP	"TANTALUS"	On 29th October.	
MARSEILLES, LONDON and ANTWERP	"POLYPHEMUS"	On 1st November.	
MARSEILLES, LONDON and ANTWERP	"ANTENOR"	On 5th November.	
MARSEILLES, LONDON and ANTWERP	"ACHILLES"	On 9th November.	
MARSEILLES, LONDON and ANTWERP	"PROMETHEUS"	On 13th November.	
MARSEILLES, LONDON and ANTWERP	"DARDANUS"	On 17th November.	

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKOHAMA.	"OANFA"	On 2nd November.	
The s.s. "IDOMENEUS" left Shanghai on the 8th inst., for this port via Amoy.	"PELEUS"	On 2nd December.	

Hongkong, 9th October, 1903.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
SHANGHAI	"WUHU"	On 10th October.	
AMOI and MANILA	"KAIFONG"	On 12th October.	
FILOLO	"WUCHANG"	On 13th October.	
SHANGHAI	"TAIWAN"	On 17th October.	
AMOI, SAMARANG and SOERABAYA	"SHANTUNG"	On 19th October.	
MANILA	"SUNGLANG"	On 21st October.	
CHEFOO and TIENTSIN	"NANCHANG"	On 24th October.	
MANILA	"TAIYUAN"	On 26th October.	
PORT DARWIN, THURSDAY, ISLAND, COCKTOWN, CAENES, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 27th October.	

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 9th October, 1903.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS	DESTINATIONS	SAILING DATE
HITACHI MARU	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 17th Oct. at DAYLIGHT.
RIOJUN MARU	VICTORIA, B.C. and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 20th Oct. at 4 P.M.
KAWACHI MARU	KOBE and YOKOHAMA	FRIDAY, 23rd Oct. at DAYLIGHT.
BOMBEY MARU	MOJI, KOBE and YOKOHAMA	FRIDAY, 30th Oct. at NOON.
WAKASA MARU	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 31st Oct. at DAYLIGHT.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through passengers have the option of travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building First Floor, Chater Road.

Apply to—

T. S. TAKAYANAGI, Acting Manager.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO	DATE
"HANGHAI"	"MALTA"	10 A.M., 10th October	Passage.
LONDON, &c.	"SILMA"	Noon, 10th October	See Special Advertisement.
SINGAPORE, COLOMBO and BOMBAY	"MAZAGON"	About 16th October	Freight only.
LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	"BORNEO"	About 17th October	Freight and Passage.

Calling at Penang if sufficient inducement offers.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 9th October, 1903.

PORTLAND & ASIATIC STEAMSHIP CO

BRIDGES SAILINGS FROM HONGKONG VIA INLAND SEA OF JAPAN, MOJI, KOBE and YOKOHAMA FOR PORTLAND, OREGON
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
"INDRAVELLI"	4899	R. P. Craven	October 14, 1903
"INDRAPURA"	4899	A. E. Hollingsworth	November 14, 1903
"INDRASAMHA"	5,197	W. E. Craven	December 14, 1903

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 16th September, 1903.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"LAISANG."
Captain Tadd, will be despatched as above on TUESDAY, the 13th inst., at Noon.
For Freight or Passage, apply to JARDINE, MATHEWSON & CO., General Managers.
Hongkong, 6th October, 1903.

FOR TSINGTAU (DIRECT).

THE H.A.L. Steamship

"ARTEMISIA."
Captain Gronow, will be despatched for the above port on TUESDAY, the 13th inst., at 5 P.M.
For Freight or Passage, apply to HAMBURG-AMERICA LINE, Hongkong Office.
Hongkong, 8th October, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 20th October, 1903, at 1 P.M., the Company's Steamship "ERNEST SIMONS," Captain Fremont, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.

This Steamer connects at COLOMBO with the Austral line s.s. "Ville de la Citadelle," bound for MARSEILLES via BOMBAY and ADEN.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 19th October. Specie and Parcels received until 4 P.M. on the same day.

No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 8th October, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FRIEDLAND (DIRECT), Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEDZ and PORT SAID

(Taking Cargo at through rates to the Brazils; to SOUTH AMERICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"FRANZ FERDINAND,"

Captain Matcovich, will be despatched as above on WEDNESDAY, the 21st October.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents, Prince's Buildings.

Hongkong, 23rd September, 1903.

CHINA NAVIGATION CO., LIMITED.

HONGKONG—MANILA.

REDUCED SALOON PASSAGE MONEY.

SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DUTY QUALIFIED SUBROG CARRIED.

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 4th July, 1903.

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG,"

551 Tons, Captain A. Murphy, will leave for Canton at 8 P.M., on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3, each way. Meals, \$1 each.

Cargo Freight very moderate.

J. TREVOUX & CO., No. 123, Connaught Road Central.

Hongkong, 30th June, 1903.

NATAL LINE OF STEAMERS.

THE Underigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AMERICA, in connection with the CHINA MUTUAL STEAM NAVIGATION CO.'s fortnightly service from Cape Town every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897.

NOTICE TO CONSIGNEES

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"CAPRI,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company, within seven days after the vessel's arrival here, after which no claims will be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 15th instant will be subject to rent.

CARLOWITZ & CO., Agents.

Hongkong, 5th October, 1903.

OCEAN STEAMSHIP COMPANY, LIMITED.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"TANTALUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 7th instant.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 13th inst.

No Claims will be admitted after the Goods have left the steamer's Godown and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 16th inst., or they will not be recognized.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th October, 1903.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"SADO MARU"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day, 7th inst.

Goods not cleared before the 14th inst. will be subject to rent.

All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 17th inst., or claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA.

Hongkong, 7th October, 1903.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON AND ANTWERP.

THE Steamship

"MONMOUTHSHIRE"

Captain H. N. Vyvan, having arrived from the above ports, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

All Claims for damage must be sent in before the 21st inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN TOMES & CO., Agents.

Hongkong, 7th October, 1903.

OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"CALCHAS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 3rd instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 9th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 9th inst. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 12th inst., or they will not be recognized.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th October, 1903.

DENSMORE TYPEWRITERS

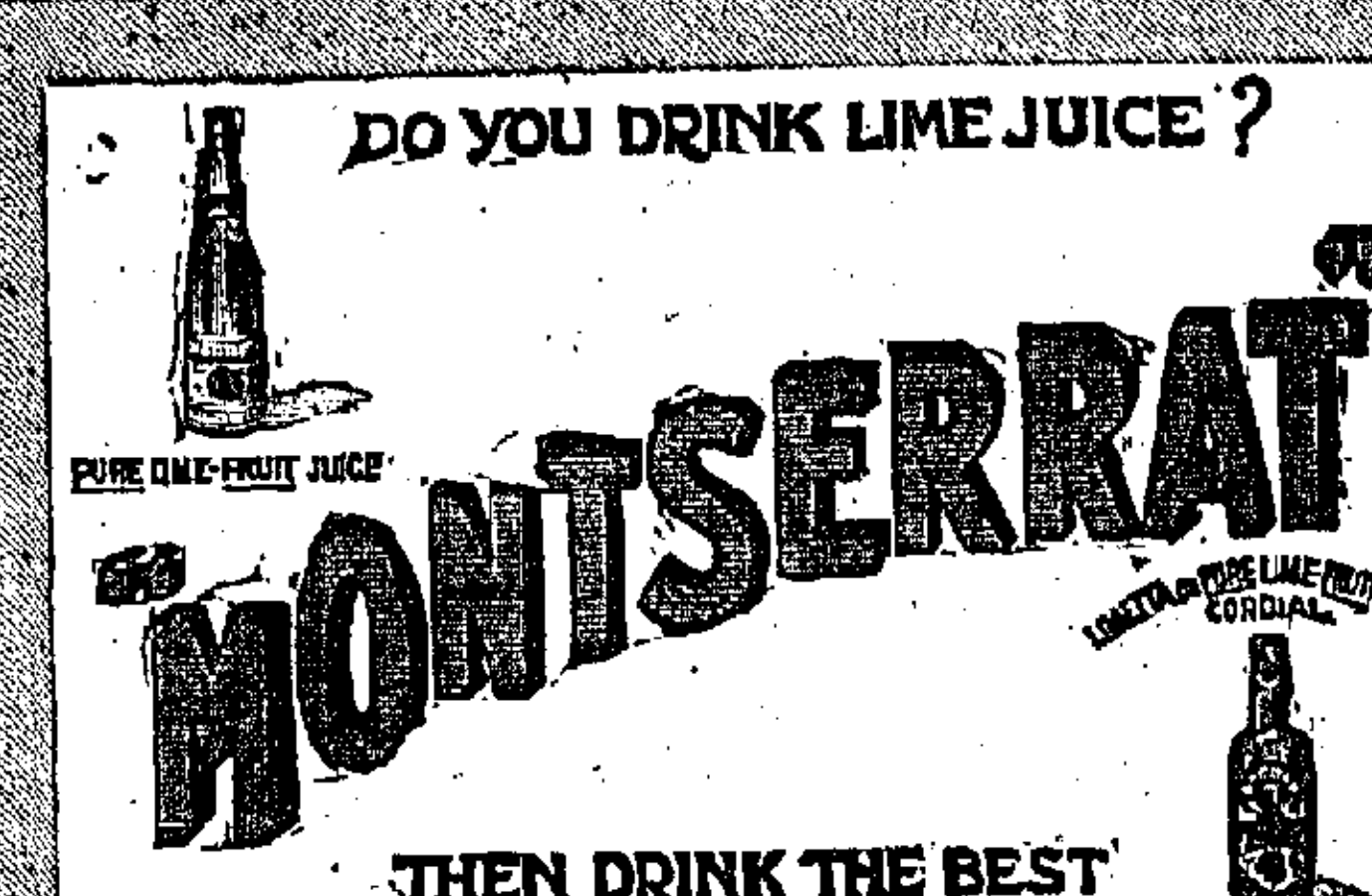
NATIONAL CASH REGISTERS. SOLD ON EASY MONTHLY PAYMENTS.

For Information, &c., apply to— M. A. CLARKE, Sole Agent, 2, 4 & 6, Iscolia, Manila, P.I.

Hongkong, 5th October, 1903.

[2784]

DO YOU DRINK LIME JUICE?



THE BEST

Agents—A. S. Watson & Co., Ltd., Hong Kong.

[1773]

COLEMAN'S WINCARNIS

A delicious beverage and tonic made from choice wines, Liebig's Extract of Meat, and Extract of Malt.

Over 6,000 Testimonials received from the Medical Profession of the United Kingdom.

WINCARNIS has an unrivalled reputation of over twenty years as the finest tonic and restorative in the world.

"An Ideal Pick-me-up."

Suitable for all Climates.

SOLE MANUFACTURERS: COLEMAN & CO., LTD., NORWICH, ENGLAND.

AGENTS:—

HONGKONG—A. S. Watson & Co. SHANGHAI—J. Llewellyn & Co., Medical Hall.

JAPAN—A. Cameron & Co., Kobe. PENANG—Georgetown Dispensary.

BANGKOK—English Pharmacy. SINGAPORE—Maynard & Co., Ltd.

[2695]

STEAMSHIP "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London &c.s.s. Corduan and Dordogne, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Tobacco and Valuable, are being landed, and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimations are received from the Consignees before Noon, To-day, the 5th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday, the 12th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 12th inst., or they will not be recognized.

All damaged packages will be examined on Monday, the 12th inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 5th October, 1903.

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:—

FOURTHANK, British barque, Young—Dodwell & Co., Ltd.

HELENA WYMAN, Amr. barque, D. A. Vanhou—Captain.

NOANKE, American ship, J. A. Amsbury—Arnhold, Karberg & Co.

ROSE, British barque, Pow—Stevens & Co.

Hongkong, 5th October, 1903.

THE TROPICAL AGRICULTURIST.

MONTHLY RECORD OF INFORMATION FOR PLANTERS OF

THE WEATHER.
CHINA COAST METEOROLOGICAL
REGISTER, 8th OCTOBER, P.M.

STATION.	Hour.	Baromet. red to sea level and corrected for wind pressure.	Thermom- eter.	Humidity.	Wind Direc- tion or force.	Weather.
Vladivostok	5 p.	29.72			SE	—
Nomuro	"	29.72			SE	—
Hakodate	"	29.66			SE	—
Tokyo	"	29.78			NE	—
Koshi	"	29.83			NE	—
Nagasaki	"	29.83			NE	—
Kagoshima	"	29.33			—	—
Oshima	"	29.76			NE	—
Naha	"	29.55			NE	—
Ishigakijima	"	29.31			NE	—
Taiouku	1 p	29.59			NE	—
Taichu	"	29.82			NE	0

Tanhu	"	20 88	—	—	0
Pagadons	"	20 85	—	XB	1
Haiwai.	3 p.	—	—	—	—
Zutshai	"	30 03	03	65	N
Sharp Peak	"	20 91	77	82	NNW
Lmoy	230 p.	20 89	80	01	N
Watow	3 p.	20 81	63	63	NNN
Canton	"	—	83	83	NNN
Kongkong	4 p.	20 14	80	78	N
Sung Moek	"	—	—	—	E
Macao	"	20 81	80	—	NNN
Thiphong	"	20 85	66	—	—
Man la	"	20 80	84	77	NNN
Inoedon	3 p.	—	—	—	—
Chio	"	20 19	85	—	NNN
Elva	"	20 76	84	—	—
S. Javaca	4 p.	—	—	—	—

9th OCTOBER, A.M.

[illegible]

Wichawan	9 a.	30.23	68	90	NNN	4	CV
Swamp Peak	9 a.	30.02	72	74	NNN	6	B
Amey	6.30 a.	30.01	73	81	NNN	3	—
Sawong	9 a.						
Chomont	9 a.		79	82	B	2	0
Hongkong	9 a.	29.85	77	77	B	2	0
Chong	9 a.				NNN	3	B
Pop Rock	9 a.	29.92			NNN	5	0
Yano	9 a.	29.92	77		NN	2	0
Yachong	9 a.				NN	2	0
Manila	9 a.	29.84	84	77	NN	1	1
Facelod	9 a.				NNN	0	0
Calcutta	9 a.	29.85	85		NNN	0	0
Calcutta	9 a.	29.93	86		NNN	0	0
O. S. James	10 a.						

**HIS BRITANNIC MAJESTY'S SHIP
IN THE CHINA SQUADRON.**

Achery, despatch-boat, 1,700 tons, 10 guns,
3,000 h.p., Comdr. O. De Brock,
Singapore.

Albion, battleship, 12,950 tons, 16 guns, Cap-
tain Thomas H. M. Jerram, Japan.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p.,
Comdr. J. H. M. Jerram, Japan.

Comdr. Rowland Nugent, Helsingørse, 18
Amphitrite, 1st class cruiser, 11,000 tons, 18
h.p., Capt. Charles Windham, C.V.
Hongkong
F. W. Blenheim, 1st class cruiser, 9,000 tons, 12 g
21,411 h.p., Capt. F. G. Stophord.
Weihsaiwei
Bramble, gunboat, 710 tons, 6 guns, 1,300
Lieut.-Comdr. C. O. M. Makine, Singapore
Britomart, gunboat, 710 tons, 6 guns, 1,300
Lieut.-Comdr. Thos. D. Pratt, Singapore
Cressy, cruiser, 12,000 tons, 14 guns, 21
h.p., Capt. Henry M. T. Tudor, M.R.

Libert, 1,000 tons, Capt. J. W. Carter, U.S.N.
 Eclipse, cruiser, 5,600 tons, 11 guns, Capt. J. W. Carter, U.S.N.
 Stokes, Shanghai
 Espargie, gunboat, 1,070 tons, 10 guns, Capt. J. W. Carter, U.S.N.
 Ernest G. Barton, at Weihaiwei
 Fame, torpedo-boat destroyer, 360 tons, 6 guns, Capt. J. W. Carter, U.S.N.
 5,700 hp, in service
 Fearless, cruiser, 443 tons, 12 guns, 10,000 hp, in service
 Navy, at Singapore
 Glory, battleship, 12,850 tons, 16 guns, 10,000 hp, in service
 Captain A. W. Carter, at Weihaiwei
 Handy, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 hp, Lieut.-Comdr. H. L. V. Carter, U.S.N.
 Weihaiwei
 Hart, torpedo-boat destroyer, 280 tons, 6 guns, 4,000 hp, Lieut.-Comdr. A. B. Barker, U.S.N.
 Shanghai
 Humber, storeship, 1,340 tons, Comdr. J. W. Carter, U.S.N.
 Dairen, Weihaiwei
 Janus, torpedo-boat destroyer, 280 tons, 6 guns, 5,600 hp, Lieut.-Comdr. Cyril J. Carter, U.S.N.
 Weihaiwei
 Kinsha, river gunboat, 331 tons, Lieut.-Comdr. G. B. Powell, on Yangtze
 Leviathan, cruiser, 14,100 tons, Capt. H. L. V. Carter, U.S.N.
 G. Stopford, Japan
 Moorhoun, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. G. B. Webster, Western China

Mulina, sloop, 930 tons, 10 guns, Comd.
 W. M. Plenderleath, Weilaui
 Ocean, battleship, 12,950 tons, 16 guns,
 i.h.p., Captain R. E. O. Foote, C
 Japan
 Otter, torpedo-boat destroyer, 350 tons,
 Comdr. G. C. Codrington, Shanghai
 Phoenix, sloop, 1,015 tons, 6 guns, 14

Harold Comdr. W. H. Nicholson, Weihaiwei
Rambler, surveying-ship, 583 tons, Capt.
H. Smith, Shanghai

H. S. Smith, 980 tons, 6 guns, Comdr
Rimad, sloop, 980 tons, 6 guns, Comdr
Anlun Yaw, Weiniwai
Robin, river gunboat, 85 tons, 2 guns
h.p., Lieut.-Comdr. C. W. J. Howar
River
Rosario, sloop, 880 tons, 6 guns, ILA,
Comdr. Thos. Jackson, Singapore
Sandpiper, river gunboat, 85 tons, 2 guns
h.p., Lieut.-Comdr. L. W. Jones, Hong
Kong
Siam, river class cruiser, 3,600 tons, Cap-
tain. H. Moore, Weiniwai
Snipe, river gunboat, 85 tons, 2 guns, a
Lieut.-Comdr. Ernest W. G. Davis,
Yangtze
Sprucehawk, torpedo-boat destroyer, 8
h.p., in reserve
Taku, torpedo-boat destroyer, 250 tons,
5,000 h.p., in reserve
Talbot, cruiser, 5,600 tons, 11 guns, 9
Capt. Lewis Bissell, Shanghai
Taman, receiving ship, 4,600 tons, 6 guns
h.p., Lieut. Robinson, A. D. C., at Hong
Kong
Teal, river gunboat, 180 tons, 2 guns,

Comdr. E. F. R. Dugmore, on Yang
Thetis, cruiser, 3,400 tons, Capt. J.
Wilkinson, Weihaiwei
Tweed, gunboat, 362 tons, 3 guns,
on Yangtze
Vengeance, battleship, 12,960 tons,
13,500 l.h.p., Capt. L. C. Stuart,
Weihaiwei
Vestal, sloop, 980 tons, 10 guns, 1

Comdr. Stuart St. J. Farguhar, V
Virago, torpedo-boat destroyer, 839
reserve.
Waterwitch, surveying ship, 620 tons,
Comdr. E. C. Hardy, Wehaiwei

HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work

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Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
12, Queen's Road Central.

CHEONG LEE & CO. Furniture Store.
Established over 20 years. Importers and
Exporters, Teakwood Furniture, Black-
wood, Jewellery, &c., highest grade
best and cheapest. 8, Queen's Road
Central.

JEWELLERS

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hong-
Kong.

PHOTOGRAPHER

M. MUMBY, JAPANESE ARTIST.
Bromide and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for amateurs; No. 8, Queen's
Road Central.

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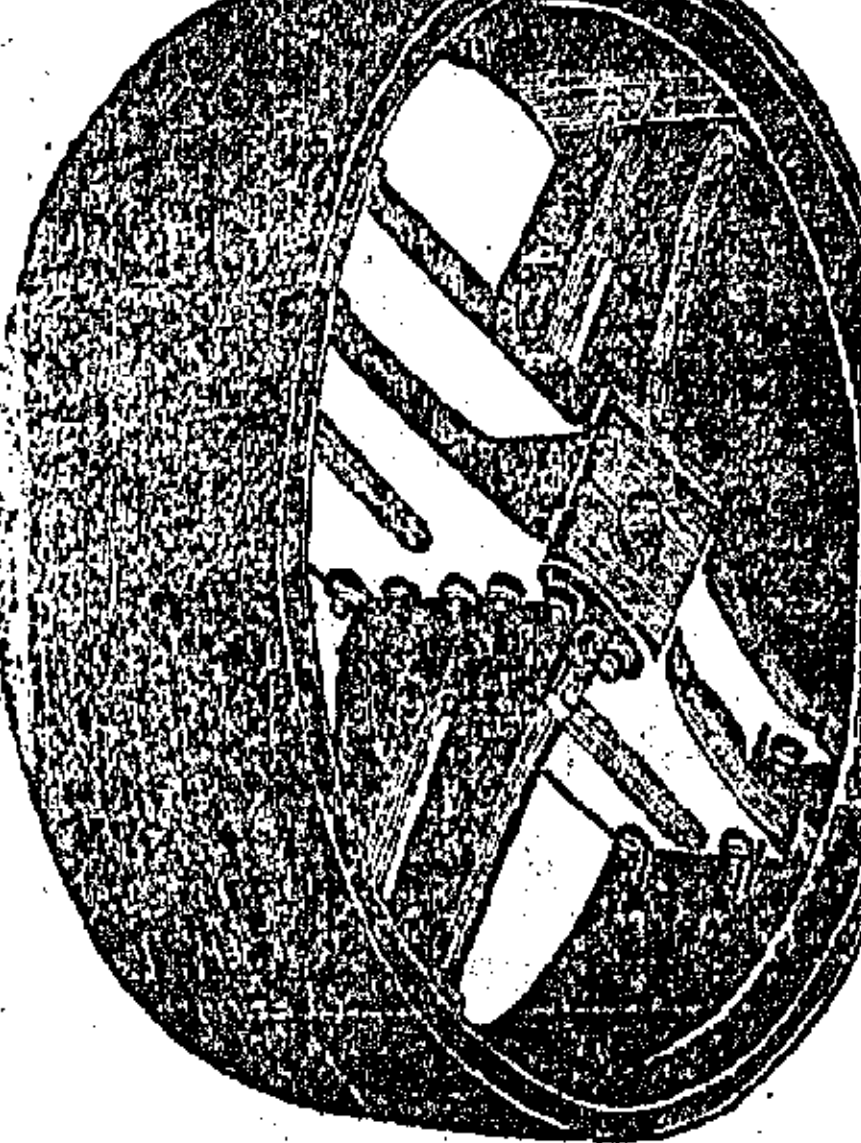
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A STORY OF LOVE AND MYSTERY.
BY
JOHN BLOUNDELLE-BURTON
(Author of "The Hispaniola Plate," "The Year
One," "A Vanished Rival," &c.)

CHAPTER XII.

A HUSBAND FROM AMERICA.

One of those two things which Lady Bottrell

told Severine she had thought of as necessary

to be prevented at this present moment of dan-

ger, took place the next day, in a manner equally

as unexpected as it was to be desired.

As she was preparing to descend to breakfast

and, previously, to see the housekeeper on the

subject of a dinner which she and Sir Geoffrey

were to give that evening, Maud came suddenly

into her room and exclaimed, after wishing her

a hurried good morning:

"Mother! What do you think? Lord Bohun

has had a stroke of apoplexy. Oh! whatever

shall we do? If he does not get well Claud and

I will have to postpone our marriage, while if

he dies—"

"It will have to be postponed for at least a

year. You could not possibly be married under

a year's interval."

Lady Bottrell had said this firmly, though—

since there was no jot of cruelty in her nature,

and certainly nothing but love and fondness for

her daughter in her heart, combined with a lurid

remorse for the shame which, if ever known,

she would have entailed upon her—she had said

it with a bitter pain. But as she had done so,

she had murmured inwardly, "Thank God!"

even while feeling bitter regret for her child's

disappointment, and with a feeling of sym-

pathy for the sadly old man who had been

suddenly stricken down. But still she had said

it, and she meant it. Anything at this moment

which should postpone that marriage, if even for

a few months, was a relief to her. Though, all

the same, it was as she had acknowledged so

often before about other straws at which she had

endeavored to catch, or which had been held out

to her to catch by Severine, only a relief that

ultimately could be of no avail.

Of no avail so long as Mark Lambert and his

agent were in possession of her fatal secret.

"A year!" Maud said, tearfully, "if Lord

Bohun dies!" Oh! mother. Why, there have

been half-a-dozen, a dozen, marriages take place

quietly of late between people whose parents

had not been dead six months. There was

Lord Glanville and Millicent—"

"Their wedding day had been fixed for the

very week in which his father happened to die

suddenly. It could not be postponed for more than

a month or so without considerable discomfort

to everybody concerned. Yours has only been

actually fixed at all. August has only been

suggested between us at present. My poor

mother! I sympathize deeply with you, but I can

say nothing else. At any rate, all I can say is

that you must prepare yourself for a postponement

in the case of Lord Bohun either remaining

ill or—or of the worst happening. At the

worst, you are both of you young enough to be

able to sacrifice a few months."

Maud Bottrell, who was not only an ex-

ceedingly good-hearted girl, but also one who

would not, in any circumstances, have been

willing to do anything—even in regard to her

marriage, which was her marriage—which

would ruin her public feeling, endeavored to

resign herself to her disappointment as well as

she could. After saying, therefore, that of

course she understood that her mother was quite

right and that she would agree to anything

suggested, she prepared to leave the room.

But, as she did so, she noticed that Lady

Bottrell looked far from well this morning and

told her so.

"You look quite pale and as if you had not

sleep. Are you not

SHIPPING.

ARRIVALS.

Oct. 9, Daiichi Maru, Japanese str., 864 T. W. Groves, Tamsui, Amoy and Swatow 8th Oct. General. OAKA SHOSHEN KAISHA.
Oct. 9, Fusan, British str., 1,177 W. F. E. Richards, Tientsin via Chefoo and Swatow 30th Sept. General. JARDINE, MATHESON & Co.
Oct. 9, Gumbur, British str., 2,338, A. Eyre, Daballa, Kolo 4th Oct. General. GIBB, LIVINGSTON & Co.
Oct. 9, MAMA, British steamer, 3,500, C. L. Daniel, Bombay 23rd Sept. and Singapore 4th Oct. Mails and General. P. & O. S. N. Co.
Oct. 9, Progress, German str., 637, P. Bromer, Hainan 8th October, General. STEAMSHIP & Co.
Oct. 9, SIMA, British steamer, 3,805, C. D. Goldsmith, Shanghai 6th October, Mails and General. P. & O. S. N. Co.
Oct. 9, Tamsui, British str., 1,704, P. R. Silverlock, Moji 3rd Oct. Coals. DODWELL & Co., Ltd.
Oct. 9, Thales, British str., 829, Short, Swatow 8th October, General. DODWELL & Co.
Oct. 9, Tamsui, German str., 1,933, H. Krafft, Manila 6th Oct. Ballast. STEAMSHIP & Co.

CLEARANCES.

At the Harbour Master's Office.
9th October.
Hongkong, French str., for Hainan.
Rosetta Maru, Japanese str., for Manila.
Yikang, British str., for Tamsui.
Zafiro, British str., for Manila.

DEPARTURES.

9th October.
An Pho, British str., for Amoy.
Chowfa, German str., for Bangkok.
Luthian, British str., for San Francisco.
Machaoon, British str., for San Francisco.
Monsieur, British str., for San Francisco.
Pekin, British str., for Bombay.
Sado Maru, Japanese str., for Kobe.
Tung-hing, British str., for Swatow.
Yawata Maru, Japanese str., for Australia.

VESSELS IN DOCK.

9th October.
Aberdeen Dock—Haida.
Kowloon Dock—Pembroke, Taiter, Mercator, Lilliborne, Ede, Bangkok, Brunkilde, Daig Maru.
Cosmopolitan Dock—Nanyang.

SHIPPING REPORTS.

The British steamer Tamsui, from Kobe 4th inst., experienced light to moderate variable winds with smooth sea and cloudy sky throughout the voyage.
The German steamer Tamsui, from Manila 6th inst., had light S.W. wind and fine weather. The British steamer Tamsui, from Swatow 8th inst., had moderate N.E. wind and sea, sky cloudy and fine weather.
The British steamer Tamsui, from Tientsin via Chefoo and Swatow 30th Sept., had moderate N.E. gale and high N.E. sea to Chefoo. From Chefoo to Swatow fresh to moderate N.E. gale and occasional fog. From Swatow to port moderate E.N.E. gale and passing showers of rain.

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Hongkong, 7th October, 1903. [2663]

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"KURDISTAN" ... 24th Oct.
"RICHMOND CASTLE" ... 7th Nov.
"ORONO" ... 21st Nov.
"LOWTHER CASTLE" ... To follow.

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Hongkong, 2nd October, 1903. [1125]

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LONDON & ANTWERP. VIA SINGAPORE, &c.	KORNO	Brit. str.	G. W. Gordon	P. & O. S. N. Co.	About 17th inst.
LONDON & ANTWERP	TANTALUS	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	10th Nov.
LONDON & ANTWERP	POLYTHEMUS	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	24th Nov.
LIVERPOOL	IDOMENEUS	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	24th inst.
MARSEILLES, LONDON & ANTWERP.	ACHILLES	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	13th Dec.
MARSEILLES, LONDON & ANTWERP.	AGAMEMNON	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	13th inst.
MARSEILLES, LONDON & ANTWERP.	HITACHI MARU	Jap. str.	H. Nish	NIPPON YUSEN KAISHA	17th inst., Daylight.
MARSEILLES, LONDON & ANTWERP.	E. SIMONS	Fren. str.	J. Campbell	MESSAGERIES MARITIMES	20th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP.	PAR LING	Brit. str.	J. B. MacMillan	BUTTERFIELD & SWIRE	27th inst.
MARSEILLES, LONDON & ANTWERP.	WAKABAMA MARU	Jap. str.	NIPPON YUSEN KAISHA	BUTTERFIELD & SWIRE	31st inst., Daylight.
MARSEILLES, LONDON & ANTWERP.	NINGPOH	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	10th Nov.
MARSEILLES, LONDON & ANTWERP.	ANTENOR	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	8th Dec.
MARSEILLES, LONDON & ANTWERP.	PROMETHEUS	Brit. str.	G. Moir	BUTTERFIELD & SWIRE	22nd Dec.
MARSEILLES, LONDON & ANTWERP.	DAIDANTES	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	5th Jan.
BREMEN, VIA PORTS OF CALL.	SEYDLITZ	Ger. str.	C. Dewers	MELCHERS & CO.	14th inst., at Noon.
HAMBURG & HAMBURG	BERGAVIA	Ger. str.	Schulke	HAMBURG-AMERIKA LINIE	20th inst.
HAMBURG & HAMBURG	MAIBURG	Ger. str.	Stern	HAMBURG-AMERIKA LINIE	3rd November.
HAMBURG & HAMBURG	SUEVIA	Ger. str.	Borck	HAMBURG-AMERIKA LINIE	17th November.
TRIESTE, AC. VIA SINGAPORE, &c.	F. FERDINAND	Aus. str.	Matcovich	SANDER, WIELER & Co.	1st December.
NEW YORK, VIA PORTS & SUEZ CANAL.	SHIMOSA	Brit. str.	E. A. Chapton	DODWELL & CO., LTD.	21st inst.
NEW YORK, VIA SUEZ CANAL.	NORDKYN	Rus. str.	A. Beer	SHEWAN, TOMES & Co.	17th inst.
VANCOUVER, VIA SHANGHAI, &c.	E. OF CHINA	Brit. str.	A. Beer	CANADIAN PACIFIC R. CO.	21st inst.
VANCOUVER, VIA SHANGHAI, &c.	ATHENIAN	Brit. str.	J. Traubridge	CANADIAN PACIFIC R. CO.	4th November.
VICTORIA (B.C.) & TACOMA VIA JAPAN.	VICTORIA	Brit. str.	N. Ohno	DODWELL & CO., LIMITED	To-day.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	ROJUN MARU	Jap. str.	N. Ohno	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
PORTLAND, OREGON	DAIDANTES	Brit. str.	R. P. Craven	BUTTERFIELD & SWIRE	2nd November.
AUSTRIAN PORTS	TAIWAN	Brit. str.	Dabille	PORTLAND & ASTORIA CO.	14th inst.
SHANGHAI	TAIWAN	Brit. str.	Dabille	GIBB, LIVINGSTON & Co.	To-day, at 4 P.M.
YOKOHAMA & KOBE	ARTENBIA	Ger. str.	Gronmeyer	HAMBURG-AMERIKA LINIE	18th inst., at 5 P.M.
MOJI, KOBE & YOKOHAMA	NIPPON	Aus. str.	Klausberger	SANDER, WIELER & Co.	17th inst.
MOJI, KOBE, YAMA, AC. & SAN FRANCISCO	BOMBAY MARU	Jap. str.	T. Murai	NIPPON YUSEN KAISHA	30th inst., at Noon.
KOBE & YOKOHAMA	CHINGWU	Brit. str.	Parkinson	CHINA COM. S.S. CO.	4th Nov., at Noon.
KOBE	KAWACHI M.	Jap. str.	H. Fraser	NIPPON YUSEN KAISHA	23rd inst., D'light.
CHEMULPO, DALNY & PORT ARTHUR	THAN	Brit. str.	Meyer	BUTTERFIELD & SWIRE	27th inst.
CHEMULPO & TIENTSIN	SULLBERG	Ger. str.	Nippin	HAMBURG-AMERIKA LINIE	14th inst., at Noon.
SHANGHAI	NANCHANG	Brit. str.	Nippin	BUTTERFIELD & SWIRE	24th inst.
SHANGHAI	WANG	Brit. str.	Nippin	BUTTERFIELD & SWIRE	To-day.
SHANGHAI	TAIWAN	Brit. str.	Nippin	BUTTERFIELD & SWIRE	To-day, 10 A.M.
SHANGHAI, YOKOHAMA & KOBE	MAIBURG	Ger. str.	Stern	HAMBURG-AMERIKA LINIE	16th inst., D'light.
TAMU, VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	T. W. Groves	HAMBURG-AMERIKA LINIE	To-morrow.
AMOY & MANILA	MAIDZURU M.	Jap. str.	K. Akashi	OSAKA SHOSHEN KAISHA	13th inst.
AMOY & MANILA	AMONG MARU	Jap. str.	I. Goto	OSAKA SHOSHEN KAISHA	16th inst.
AMOY & MANILA	KAIFONG	Brit. str.	I. Goto	BUTTERFIELD & SWIRE	12th inst.
AMOY, SAMARANG & SOURABAYA	SHANTUNG	Brit. str.	Robson	BUTTERFIELD & SWIRE	17th inst.
SWATOW, AMOY & POOCHOW	THALES	Brit. str.	Dabille	DOUGLAS LARPAKE & Co.	To-morrow, D'light.
MANILA	GUTHRIE	Brit. str.	Dabille	GIBB, LIVINGSTON & Co.	To-day, at 4 P.M.
MANILA DIRECT	DAIRO	Brit. str.	R. Rodger	SHAW, TOMES & Co.	To-day, at 10 A.M.
MANILA DIRECT	ROSETTA MARU	Brit. str.	R. W. Smith	TOYO KISEN KAISHA	To-day, at 11 A.M.
MANILA	RUBI	Brit. str.	R. W. Almond	SHEWAN, TOMES & Co.	17th inst., 10 A.M.
MANILA	SUNGIANG	Brit. str.	W. M. Smith	BUTTERFIELD & SWIRE	21st inst.
MANILA	SHAWMUT	Brit. str.	W. M. Smith	DODWELL & CO., LTD.	About 24th inst.
MANILA	TAIWAN	Brit. str.	W. M. Smith	BUTTERFIELD & SWIRE	26th inst.
MANILA	WUOHANG	Brit. str.	W. M. Smith	BUTTERFIELD & SWIRE	13th inst.
BOMBAY, VIA SINGAPORE & PENANG	CAPRI	Ital. str.	Belitto	CARLOWITZ & CO.	13th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	LAIBANG	Brit. str.	Tadd	JARDINE, MATHESON & Co.	13th inst., at Noon.
SINGAPORE, COLOMBO & BOMBAY	MAZAGON	Brit. str.	W. H. S. Hall	P. & O. S. N. Co.	About 16th inst.

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Hongkong, 20th September, 1903. [1]

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For Freight or Passage, apply to
DOUGLAS LARPAKE & CO., General Managers.
Hongkong, 9th October, 1903. [262]

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At Bombay the Steamer is discharging in Victoria Dock.

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Hongkong, 6th October, 1903. [4]

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THE Steamship
"NORDKYN," Captain A. Beer,
will be despatched on SATURDAY, the 17th OCTOBER, to be followed by the steamship
"HERMISTON," Captain W. T. Bain,
on or about WEDNESDAY, 18th NOVEMBER.

For Freight, &c., apply to
SHEWAN, TOMES & CO., General Agents.
Hongkong, 26th September, 1903. [2637]

NORTHERN PACIFIC LINE.

NORTHERN PACIFIC S. Co. BOSTON S. Co.
BOSTON TOWBOAT Co.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

STEAMER. Tons. Captain. Sailing Date.

"VICTORIA" 3,502 J. Truebridge Wed., Oct. 10th
"SHAWMUT" 3,608 W. M. Smith Wed., Nov. 11th
"OLYMPIA" 2,537 A. Dixon Wed., Nov. 25th
"TACOMA" 2,513 M. Kelly Tuesday, Dec. 15th
"VICTORIA" 3,502 J. Truebridge Saturday, Dec. 19th
"TREMONT" 2,608 T. W. Garlick Thursday, Dec. 24th

* Have no second class accommodation.

FOR MANILA.
The largest, steadiest, and most comfortable steamers for Manila.

S.S. SHAWMUT, 3,608 tons. Capt. W. M. Smith. About 24th October.
"TREMONT" 2,608 tons. T. W. Garlick. About 28th November.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS,
QUEEN'S BUILDINGS.
Hongkong, 1st October, 1903. [7]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS. SAILING DATES.

SEYDLITZ ... WEDNESDAY ... 14th October
ROON ... WEDNESDAY ... 23rd October
PREUSSEN ... WEDNESDAY ... 11th November
HAMBURG ... WEDNESDAY ... 25th November
PRINZ HEINRICH ... WEDNESDAY ... 9th December
KONIG ALBERT ... WEDNESDAY ... 23rd December

* KIAUTSCHOU ... WEDNESDAY ... 6th January
SACHSEN ... WEDNESDAY ... 20th January
DAYEN ... WEDNESDAY ... 3rd February
GERA ... WEDNESDAY ... 17th February
SEYDLITZ ... WEDNESDAY ... 2nd March
PREUSSEN ... WEDNESDAY ... 16th March
ROON ... WEDNESDAY ... 30th March
HAMBURG ... WEDNESDAY ... 13th April
PRINZ HEINRICH ... WEDNESDAY ... 27th April

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 14th day of OCTOBER, 1903, at Noon, the Steamship "SEYDLITZ," of the Norddeutscher Lloyd, Captain C. Dewers, with MAELS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 12th October. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 13th October, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 13th October.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELOCHERS & CO., AGENTS.
Hongkong, 5th October, 1903. [5]

TOYO KISEN KAISHA
MANILA LINE.

REGULAR SERVICE
BETWEEN HONGKONG AND
MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardesses carried.

Steamship	Captain	Tons	Sailing Date.
"ROSETTA MARU"	H. S. Smith	3876	Saturday, 10th October, at 11 A.M.
"ROHILLA MARU"	Ernest Bent	3889	Saturday, 17th October, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Lee House Street.

K. NAKASHIMA, Manager.
Hongkong, 4th October, 1903. [478]

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 21st Oct. 1903
R.M.S. "ATHENIAN" ... 3,882 Tons ... WEDNESDAY, 4th Nov.
R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 18th Nov.
R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 18th Jan. 1904
R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 27th Jan.
R.M.S. "ATHENIAN" ... 3,882 Tons ... WEDNESDAY, 10th Feb.
R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 24th Feb.
R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 9th Mar.
R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 30th Mar.
R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 20th April
R.M.S. "ATHENIAN" ... 3,882 Tons ... WEDNESDAY, 27th April
R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 11th May

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VICTORIA (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second

POLICE COURT.

Friday, 9th October.

Before Mr. T. SHERBOURNE SMITH
(Police Magistrate).THE CHARGES AGAINST SERGEANT-MAJOR
POWER—SENTENCE.

John Power, Sergeant-Major of the Hongkong Volunteer Corps, was brought up on remand on a charge of having, between the 12th and 18th September, embezzled the sums of \$258.17 and \$204.76, which were in his possession on account of the Hongkong Volunteer Corps.

Major Pritchard, Commandant of the H.K.V.C., was in Court.

Mr. F. B. L. Bowley, Crown Solicitor, who appeared for the prosecution, stated that he understood defendant wished to alter or modify his plea.

His Worship (to the accused)—Do you wish to alter your plea?

Defendant—I wish to plead guilty, sir.

His Worship—On both charges?

Defendant—Yes.

The Crown Solicitor—That being so, I will ask your Worship to deal with the case. I do not think it is necessary for me to produce any further evidence. In doing so I might point out to your Worship that in addition to any penalty you may deem it necessary to inflict, the accused will probably have to lose his pension and also his appointment.

His Worship (to the accused)—Do you wish to make any statement?

Defendant—Yes, sir. I should like to draw your attention to my long and good service in the Army before I left the Army. I was in the service for 22 years, 16 years of which I was a non-commissioned officer and 5 years of which I was a sergeant-major and a canteen accountant. During that time I handled large sums of money and I was never guilty of any offence or dishonesty. I have served three months in the Volunteers here and up to the time of committing this offence I think I have given satisfaction. If you will kindly refer to the Hongkong Volunteer Corps annual reports for 1901, 1902, and 1903 you will see my character there for the time I served in the Volunteers. In addition to any punishment that you may give me I shall lose my pension to which I am entitled by my Imperial service. I am very sorry indeed for what has occurred. I had no intention of embezzling any of the money. I had made arrangements to refund the money on the Monday, and I was arrested on the Sunday night.

His Worship, having inspected the defendant's discharge papers and record, passed sentence of six months' imprisonment with hard labour.

BOARDING VESSELS WITHOUT PERMISSION.

Under the above charge, the Water Police proceeded against five Chinese, found on the *Sado Maru*. The *Kau*, who had two previous convictions standing against his name, was fined \$50; the others \$10 each.

UNLAWFUL POSSESSION OF ROPE.

Another prosecution of the Water Police was that of a junk-woman, who had on board her boat a coil of new Manila rope. The woman made the excuse that she used the thick rope to moor her vessel during typhoons. The reason was not accepted by the Magistrate, who awarded a fine of \$20, or 2 months.

A BATH OF BOILING WATER.

Feeling hungry, a Chinaman approached a wayside vendor of sweetmeats and purchased four puddings at two cents a time, for which he tendered ten cents. A quarrel then arose about the two-cent change, the vendor refusing to hand over the money because the buyer had helped himself to five puddings instead of four. Not having intended to be so extravagant over one meal, the man who was minus the two cents lost his temper, seized hold of a pot of boiling water, used for cooking purposes, and threw it over his opponent's legs. For this offence he was fined \$2, and ordered to pay \$25 compensation to the pudding merchant.

THE SITUATION IN JAPAN.

According to telegraphic information reaching us from Tokyo, yesterday, says the *Kobe Chronicle*, of the 2nd inst., there seems unfortunately no doubt that public feeling is growing dangerously excited over the Manchurian question. All manner of reports and rumours are current, many of them manufactured to sell sensational journals, but all indicating the excitement that is filling the public mind. Nevertheless, there is absolutely nothing that is definite to report.

On Wednesday afternoon, the 30th ult., a remarkable occurrence took place in Tokyo, General Terachi, Minister for War, summoned representatives of various newspapers and news agencies to his office, and pointed out to them that some of the papers were publishing remarkable reports relating to the Manchurian question—in particular, headlines reports that orders for the mobilisation of troops were issued or that preparations by the Army and Navy for immediate action were completed. These reports, said the General, were due to the ignorance of journalists regarding the organisation and routine work of the Army. It is not recorded how the journalists received this lecture.

Baron Rosen, Russian Minister to Japan, arrived at Nagasaki at 6 a.m. on Thursday on the cruiser *Rurik* from Port Arthur. The Minister, according to a telegram to the *Asahi*, had not landed at 11 a.m., being visited on board by the Russian Consul and others, and the delay in the expected landing of Baron Rosen caused various speculations.

ANGLO-JAPANESE RELATIONS.

[FROM OUR PORT ARTHUR CORRESPONDENT.]

Port Arthur, 17th (30th) September.

The *St. Petersburgskaya Vedomosti* (No. 225, August 19) has the following interesting article entitled "A Diplomatist on Russo-Japanese Relations":

"The Austrian and German Press has been recently publishing some interesting information about the Far East and about the present relations between Russia and Japan. The Austrian Press says that if Russia concentrates all her attention on the Far East she will not be able to bestow the necessary attention on the course of events in the Near East. Many organs of the Press point out unsavourily that Russia would wish to assist Macedonia, were it not for the fact that, as her hands are tied in Manchuria, dangerous aggressive policy would be of no advantage to her at the present time. This only shows what has long been apparent to acute observers in Russia, that the European Press outside Russia does not clearly understand the problems and the programme of Russian diplomacy. A Russian squadron sails for Turkish waters and, lo! the Austrian and German Press makes out that Russia has arranged matters with Japan, that after all General Kurapatkin concluded a convention of some kind when he was in Tokyo, and that Russia has henceforth her hands free to deal with the Balkan question as best suits her. So the newspapers go on, but perhaps the following remarks on the present situation in the Far East by an European diplomatist who spent some twenty years in Japan may be found more interesting:—

THE DIPLOMATIST'S OPINION.

"I cannot join," he says, "in the optimistic opinion which totally excludes the possibility of war between Japan and Russia. On the other hand, I hold this opinion, that the slightest attempt of the Russians to strengthen their position in Korea will meet with opposition on the side of the Japanese and will lead to war. The present state of mind of the Japanese is extremely warlike, and the Japanese are firmly persuaded that in the event of war with Russia they will be victorious. In Government circles there are men, among whom may be included Marquis Ito, who are clearly opposed to a war with Russia, which war would, they foresee, mean a crushing defeat for them. But the great bulk of the people and of the Members of Parliament are animated by Chauvinistic feelings, so that if the situation becomes really critical this popular jingoism will carry all before it. You must reckon, you know, with the character of the Japanese. The Japanese is naturally an optimist. Every Japanese thinks that if he takes a ticket in a lottery he must, as a matter of fact, carry off the biggest prize. Exactly in the same way every Japanese thinks that in case of war, no matter with whom it was waged, Japan would undoubtedly come off victorious."

JAPAN AND KOREA.

"You ask me why Japan attaches such importance to Korea. I will tell you. The Japanese regard the independence of Korea as vitally bound up with their economic relations with that country. Korea is in fact indispensable to Japan, at least the Japanese think so; but I myself am of opinion that even if Korea fell into the hands of Russia, the Japanese would derive as much benefit from it as they do now. Another reason why Japan regards Korea as of so much importance to her is because she finds it impossible to feed her 43 million inhabitants. For Japan is, from the whole a poor, unfertile country, and if you saw, for example, the attention they have to pay to their crops you would at once realise the economic needs of this people. They tend each individual plant, and have to struggle with a rocky soil. But in Korea the soil is good, and at the present moment hundreds, thousands, millions of Japanese live in Korea or on Korea."

JAPAN'S FEARS.

"But the Japanese fear that if Russia takes possession of Korea, they will be gradually displaced from that country. I believe that these fears are groundless. Take, for instance, the case of Vladivostok. There we have only got about half a score of Russian merchants altogether, the rest are German or Chinese. The personal servants and the small shopkeepers are for the most part Japanese, and they are getting on excellently in Vladivostok. As a matter of fact, Russia has not enough people at her own disposal to populate her enormous empire. But in Japan this is not credited, and any step which Russia takes towards the occupation of Korea will be regarded by the Japanese as a *coup de main*.

ADMIRAL ALEXIEFF.

"What will be the upshot of it all I cannot say, but I shall give you my opinion of the newly appointed Viceroy, Admiral Alexieff, a man who belongs to that school of Russian officers which makes of each officer a diplomatist, and who is one of the ablest men I ever knew. In a conversation I once had with him he spoke to me as follows:—

WHAT RUSSIA WILL DO.

"In the event of a war with Japan, the Russians will adopt a *scorched earth* plan of campaign; they will retreat, it will be impossible to find them. The Chinese transports will then land some 200,000 men in Korea, and the maintenance of such an army, there will mean financial ruin for Japan. The Russian fleet, which the Japanese assert that they can send to the bottom of the sea at any moment, will retire to Port Arthur and the Russian ships will content themselves with preventing provisions from being conveyed from Japan to the Japanese army in Korea, for, of course, such an army can only be

provided by sea-borne stores. And after a while, when the Japanese are tired and are overcome by the climate (for, as you know, the winter in Korea lasts for eight months in the year and the summer for only four months), then the Russians will make their appearance and will be victorious more quickly than they think. The Japanese army will be defeated, nay, more, it will be wiped out."

MORE ABOUT JAPAN.

"I must say," continued the diplomatist, "that I agree with these views of the Admiral. The Japan of to-day is very different in its civilisation from the Old Japan. The Japanese is in the highest degree lying and deceitful, he is a Chauvinist, and he hates the foreigner residing in his country with a hate which you do not find even in China. Add to this the bad financial condition of the country and the crushing nature of the taxes which do not give the Japanese an opportunity to breathe freely. The Japanese pay proportionally higher taxes than, for instance, the Frenchman or the citizen of any other country, and it all goes to keep up the army. Is it to be wondered at that the Japanese people want to make some use of this expensive army? Undoubtedly the bulk of the people want war. Although, from an Asiatic point of view, the Japanese army might be regarded as a model army, it cannot be compared for a moment with the army of an European Power. The Japanese will be beaten—that is the long and the short of it—and when they are beaten there will take place in Japan, in my opinion at least, such a massacre of the foreign inhabitants as history has not hitherto recorded. You have no idea how the Japanese hate the foreigners who are living in their midst, not only the Japanese people generally, but Japanese official circles."

"For instance, they are going to promulgate a special law, in virtue of which the European will be forbidden to acquire immovable property. They even desire to take away the immovable property. The Powers protested against this, but, it appears to me, in vain; and the question will finally be brought before the Hague Tribunal."

ISOLATED JAPAN.

"The Japanese cannot expect help from any quarter. The English have so arranged the alliance that all the obligations are on the side of the Japanese and all the advantages on the side of the English. Nevertheless, the conclusion of this convention made a very painful impression on the English people living in Japan. I happened to be at a big dinner in the English Legation, given by the English Minister, Sir Claude MacDonald, on the occasion of the conclusion of this alliance. The Englishmen who were present at that dinner did not conceal their disapprobation of the step which their Government had taken in concluding an alliance with the Japanese, who took no pains to conceal their hatred of all Europeans. Add to this the fact that the worthy Minister knew nothing of the treaty until it had actually been concluded. All the preliminary negotiations had been carried on behind his back, and the treaty had been signed in London before he suspected what was going on. I remember one somewhat comic incident in this connection. One of my friends drew the attention of the British Minister in Tokyo to the fact that an Anglo-Japanese alliance was being arranged just as such an alliance was on the eve of being concluded, but Sir Claude MacDonald answered that his colleague was probably joking, as there was no basis whatever for this fable."

"I make a résumé of my views. A war between Russia and Japan is pretty certain to take place in the near future, as in the opinion of Russia, the possession of Korea and the command of the Gulf of Pechili are necessary for her establishment on the Pacific. Japan will fight, but she will be completely beaten. The result of her defeat will be an unparalleled massacre of the foreign residents in Japan. Such is the opinion of one who knows Japan well."

CHURCH SERVICES.

S. JOHN'S CATHEDRAL.

11th October, 18th Sunday after Trinity.

Matins (11 a.m.).

Responses: Ferial; Venite, 11th M.; Psalms: Psalms, etc.; Te Deum; Dykes; Benedictus; Barby; Anthem: "Lord God of Abraham"; Hymn, 282; Offertory Hymn, 151.

Evening Song (6.45 p.m.).

Responses: Ferial; Psalms: Goodenough; Turlin; Turlin; Magnificat and Nunc Dimittis; Bruce Steane; Anthem: "Sweet is Thy Mercy Lord"; Hymns, 260 and 215.

S. PETER'S CHURCH.

Queen's Road West.

Holy Communion, 7.30 a.m.

Matins (11 a.m.).

Venite, Travers; Te Deum, Russell; Jubilate, Russell; Hymns, 584, 185, H., 171, and 66 S. H.; Kyrie, Abba.

Evening Song (6.30 p.m.).

Magnificat, Hawkins; Nunc Dimittis, Turner; Hymns, 343, 17 S. H., 75 S. H., and 16.

The Church launch *Dayspring* will call on ships carrying white crews to bring friends ashore to the services, between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m. (Kowloon Police Pier 10.30 and 6; returning afterwards. The answering *Pennant* is the call flag. All the sittings are free and unappropriated. Visitors welcome. Books, &c., provided. Sunday School 10—10.45 a.m.

GOSELE HALL.

Arsenal Street, Top Floor, off Queen's Road East.

Meetings are held as follows:—Sunday: Acts 2:42, 11 a.m.; Gospel Address, 6 p.m.

Tuesday: Soldiers and Sailors' Bible Class 6 p.m.

Thursday: General Bible Class, 6 p.m.

Saturday: Prayer Meeting, 6 p.m.

LATE TELEGRAMS.

[VIA SHANGHAI.]

THE BALKANS.

London, 3rd October.

It is stated at Sofia that the Turks are everywhere gaining the upper hand, and several insurgent chiefs have been forced to abandon the struggle.—N.-C. D. N.

[VIA CANTON.]

SCHOOL-GIRL NAVAL GUNNER.

London, 23rd September.

General Sir Archibald Hunter was interviewed today, and said: "I am not infallible. I was asked my opinion, which I gave, believing it to be true."

VENEZUELA.

London, 23rd September.

The claims against Venezuela have been formally presented. France is the largest creditor, claiming sixteen million dollars. The United States claims nearly eleven millions, Italy eight millions; and England two-and-a-half millions. Germany's claims are under one-and-a-half millions.

ARMY NEWS.

London, 23rd September.

The papers yesterday announced that it was not intended at present to proceed with the organisation of the 5th and 10th Army Corps. General Sir Archibald Hunter has been appointed to command the Madras Army, and sails on the 2nd October. General Egerton has been appointed to the Bombay command.

ROCHESTER BYE-ELECTION.

London, 24th September.

The vacancy at Rochester, caused by the retirement of Viscount Cranborne who has succeeded to the Peerage, has resulted in Mr. Taff, the Conservative candidate, being elected by a majority of 221 votes over Sir Harry Johnston, the Liberal candidate, who polled 1,983, against 2,504 votes polled by Mr. Taff. Though there were also other factors, the election was largely fought on the Tariff issue, as the local cement industry has suffered from foreign "dumping."

SECRETARY OF STATE FOR INDIA.

London, 24th September.

The Duke of Marlborough is now mentioned as the successor to Lord George Hamilton.

SIR E. BARTON.

London, 24th September.

Advices from Melbourne state that Sir E. Barton has accepted a Federal judgeship; and that Mr. Deakin has formed a new Commonwealth Government.

VESSEL ON ARABIAN COAST.

London, 24th September.

All the passengers and crew from the long-missing French liner *Amiral Gueydon*, from Havre to Cebu, have been landed at Aden. It appears that the *Amiral Gueydon* caught fire and was beached on the Arabian coast.

JOINT STOCK SHARES.

London, 24th September.

Messrs. Vernon & Smyth say in their weekly share report, dated Hongkong, 9th October:—We have still no business of any importance to report, and the market continues dull and uninteresting, with but few fluctuations in rates.

BAKERS.—Hongkong and Shanghai have ruled steady to strong with sales at \$655, closing with some sellers at that rate, although a few old lots are wanted. Nationals unchanged, with only a small business.

MARINE INSURANCE.—Unions have again been placed at \$325 cash cum div (\$32) paid today, the closing rate is \$195 ex div. China Traders have improved to \$32 with sales, and more shares wanted at that rate. Yangtzes and North China remain neglected at quotations. The Straits Insurance Company has concluded liquidation, paying \$2.41 per share.

FIRE INSURANCE.—Hongkong Fires are reported at \$325 with further small sales. China Fires have been in demand all the week at \$89, but no sales have been effected.

SHIPPING.—Hongkong, Canton and Macao have been placed at \$33 and \$31 in small lots, closing steady at the latter rate. Indos have ruled between \$80 and \$82, with little or no business. Douglases have further declined to \$39 after small sales at \$31 and \$30, but close with buyers at the lowest rate. China Manillas, which have been in some request, have been placed at \$18½ and \$18¼ for cash, and at \$18½ and \$19 for 31st December, closing with buyers.

REFINERIES.—China Sugars have been placed at \$87½ and \$86½, closing at \$87. Luzons unchanged and without business.

MINING.—With the exception of a few sales of Jubilee at 50 cents we have nothing to report under this heading.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have ruled weak, during the week with sellers from \$2.6 to \$2.63, closing with probable sellers at the latter rate. On time shares have changed hands at \$210 for December. Kowloon Wharves have improved to \$85 after small sales at \$87 and \$87½. New Amoy Docks unchanged. Farinams have further declined in Shanghai to \$134.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have small buyers at \$153, but close without business. Hongkong Hotels have improved to \$149 with sales at that and \$145. Orientals continue on offer at \$88 without inducing business. Humphreys Estates have been dealt in to a limited extent at \$103.

COTTONS.—No change or business to report under this heading.

MISCELLANEOUS.—Green Islands have improved to \$28 with sales, and close with buyers at \$28½. Dairy Farms have improved a point to \$22½. All Asbestos have found buyers at \$8, and China more could be placed at the rate. China Providents and Fowells have been placed to a limited extent at quotations.

MEMOS.—Canton Insurance Office, Limited, ordinary general meeting on the 22nd instant, transfer books closed on the 8th instant.

The Pope has called for estimates for the repair of the Lateran Palace, says Laffan's Rome correspondent. The palace, which is dilapidated, was formerly the summer residence of the Popes. The idea arouses lively comment as showing Pius X's inclination not to remain in the Vatican.

KODAKS. FILMS. AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

GOOD WORK. PROMPT RETURN.

ACHEE & CO., PHOTO GOODS STORE.

TEMPORARY SHOW-ROOMS, 12, QUEEN'S ROAD:
(1st Floor, above Messrs. Price & Co.).

Hongkong, 17th September, 1903.

UNFAIR CRITICISM OF
HONGKONG.

In the latest number which has reached us, the *Naval and Military Record* has the following remarks on Hongkong's opposition to the Naval Dockyard scheme, and more particularly on Mr. Robert Shewan's recent letter to the *Times*, which we reproduced last week. The *Record* says:—

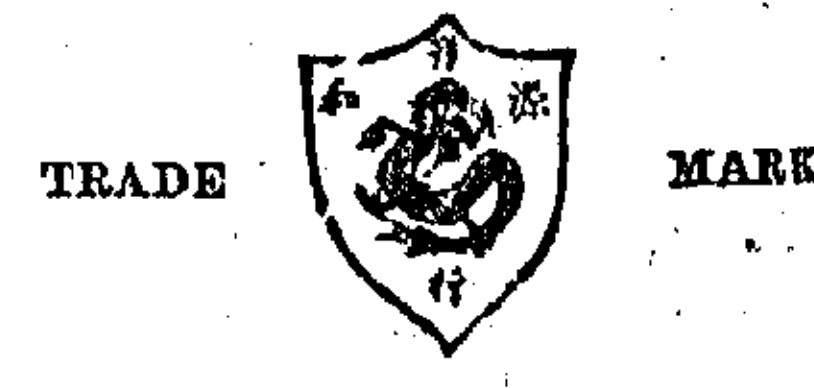
"The merchants of Hongkong are very angry with the Admiralty, as will be judged from a recent letter to the *Times*. The subject of their anger is of some importance, apart from the purely local issues. Mr. Robert Shewan begins by demanding a Royal Commission (nothing less, if you please) to consider whether the site of the Admiralty dock shall be changed. He modestly desires some member of Parliament to put a number of questions to Lord Selborne, these, of course, stating the Hongkong merchants' side of the case, and wholly ignoring the strategic reasons which weighed with the Admiralty in selecting the site for the dock. He suggests that the original borings taken by the Admiralty experts (not the Admiralty 'officials,' Mr. Shewan) have proved incorrect; he asserts that the time and cost of construction will exceed the estimates; he demands to be informed of a correct estimate; he asserts that the early completion of this dock is not essential to the fleet; he wants the Admiralty to explain their reasons for constructing this dock to the merchants; he fears that the Dockyard will be cramped, and that more land may be needed; he wants the dock to be made up to the mainland; and he loosely asserts that the cost of the dock will be so great that it would cost more to abandon the work and begin it again on a site approved by the merchants. The *Times* has allowed three-quarters of a column to this letter, the nine questions being followed by a long and inaccurate statement of local grievances against the Admiralty connected with the dock. From this long tale of woe we gather that a petition for a Royal Commission (!) to condemn the dock was signed last April, and forwarded to Mr. Chamberlain through the Governor. Sir Henry Blake is stated to have backed the remonstrance. In reply, Mr. Chamberlain courteously forwarded a memo. from the Admiralty, explaining why the Board require this dock in the island, and not on the mainland. Yet, Mr. Shewan calmly writes: 'The residents of Hongkong, on the other hand, regard the present dock accommodation as ample, and consider that it will soon be more than ample for all Admiralty requirements.' Really! And again: 'The value of the spirit of the objection: The value of the present site on the Queen's Road is enormous, and it is ridiculous that it should be wasted on such a purpose (i.e., the making of a national dock) when there is so much cheap land available outside the town.' And we may add, in some remote place exposed to gun-fire. What have the residents of Hongkong done for the Empire that they should display this narrow, commercial spirit, and claim to decide where naval docks should be constructed? Our readers are probably familiar with the sound reasons that decided the site of this dock."

It is not necessary to answer this rather violent tirade. But with regard to the question what the residents of Hongkong have done for the Empire, we may point out that it was they who, when the Admiralty was in favour of abandoning Hongkong altogether, determined to stay and so made the Colony what it is.

The *L. & C. Express* writes:—All the service papers at home have taken the side of the Admiralty on the question of the removal of the Hongkong dockyard from its present position, so as to admit of the ground being utilised for greatly needed extension in civil ways. It does not seem necessary to do more than merely note this fact, for the comments which have arisen out of Mr. Shewan's letter show such a want of local knowledge, and the particular circumstances of the case, as to lose any value their criticisms possess. On behalf of Hongkong we must, however, protest against such views being put forward, even in ignorance, and that the mercantile population is ready and willing to sacrifice imperial interests for the sake of greed of gain. The ordinary man in Hongkong who in his daily life is brought into touch with general social ways, at the Club, on the field of sport, with naval and military men, in a way that the average man at home is not, is usually much more alive to imperial necessities than his *confre* here. It is because of this that Mr. Shewan can refer to private admissions by naval and military experts, though of course chapter and verse cannot, under the circumstances, be given.

"HIGH LIFE BELOW STAIRS" IN INDIA.

There was a faint echo of a recent Simla case in Lahore the other day. A resident on returning from office noticed that his drawing-room floor and furniture were strewn with pom-pom seeds, and the cushions, etc., bore evidence of having been well sat upon. On enquiry he found that during his absence all the women and children of the compound had had a sing-song in his parlour. Among other items on the programme were songs from the eyes' wife, who of being seen by her husband. An unsuccessful attempt had been made to force open the man's mahandoo box. The whole *lanama* was given away by a misty work on the house, though he said he had protested in vain against it.



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as well as boils, carbuncles, scurvy, sties,

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£16,378,771.

I. AUTHORIZED CAPITAL...	£3,000,000	0	0
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SUBSCRIBED CAPITAL....	2,750,000	0	0
PAID-UP CAPITAL.....	887,500	0	0
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